



This newsletter is published by 356 Motor Cities Gruppe, an organization dedicated to the preservation of the 356 automobile. The opinions expressed herein are those of the authors and not necessarily those of 356 Motor Cities Gruppe. Submissions to the newsletter are welcomed and will be considered for publication by the editors. We especially appreciate submission by PC disk in either TEXT or WordPerfect 5.1 format. Advertising is welcomed from commercial sources as well as members. Subscriptions are available for \$10.00 yearly. Please send your name, address and phone number to: 356 Motor Cities Gruppe
469 Fort Dearborn St.
Dearborn, MI 48124

President's Message

For those of you who could not attend Barb's BBQ at Mid-Ohio or our annual picnic, both events were tremendous. Barb's BBQ has grown over the last three years, even a late afternoon downpour did not dampen the spirits of the 98 race fans. Frank and Rita Malik hosted our annual 356 picnic and roasted a whole pig as the main dish for over 60 faithful to enjoy. With rain early in the day, and then a sunny afternoon gave us a rainbow over the 20 plus 356's of various years and colors, including a right hand drive coupe driven by a couple from South Africa. It is hard to believe that the summer driving season is behind us.

The outlook for the fall is exciting with our "Color Tour" planned by Phil and Nancy Planck and scheduled for October 2-3. The drive is to the Auburn-Cord Museum, dinner and an overnight stay in Auburn, Indiana. If you cannot stay overnight or drive the complete route, **please** join us for part of the trip.

Membership dues are coming in at a slow, but steady pace, and we now have 95 paid members. I am planning to issue a membership card so you will be an official "card-carrying" member of the 356 MOTOR CITIES GRUPPE. Another project I have been heading up is a car badge with the GRUPPE logo. I need help on the final art work, so if anyone knows of a talented volunteer, please contact me at (313) 561-8186.



Heath Hurbert's American Roadster

Speaking of asking for help - my plea for a newsletter editor has been answered and that person is Bob Peterson. He volunteered to take over and this issue is his first. A big round of applause is due and a special thanks from myself and my wife Bonnie.

A special thanks is also due to all who donated parts for the SMR/PCA Porsche swap meet at Fred Lavery's this Spring. All the parts not sold were taken to the Ski-Round Top swap meet at Mechanicsburg by Jack Chamberlin, Ted Dunham and Loren Shook. A total of \$224 was raised for the newsletter booster fund. Another \$75 was added to the booster fund bucket at the annual picnic.

One last thought on an event that is missing from the calendar - the East Coast Holiday - no group stepped forward to host the annual gathering. The last holiday in this area was in 1988 and chaired by Ron Roland, which led to the Gruppe remaining active. Now a holiday requires a lot of work, but is enjoyable if planned and supported by a Gruppe of faithful- ANYONE INTERESTED?

Hope to see you all on the Fall Color Tour. Sincerely,
Fred Sheill

Booster Fund Donations

**Dave and Patricia Decker
John and Carol Thomson**

**\$75⁰⁰ "PASS THE HAT"
AT PICNIC**

VOLUME 2

ISSUE 3

SEPTEMBER 1993

Annual Picnic - Frank & Rita's Pig Roast



Host Frank Malik Carving the Main Dish - Wonderfully Delicious!



Side Dishes Galore.



60 Plus Members Gathered Under the Big Top.

OUR THANKS TO RITA
AND FRANK MALIK.
THEY THOUGHT OF
EVERYTHING - ROAST
PIG, SOFTDRINKS,
TENT AND PARKING.



What a Setting! Cars and Pond.



More of the Same.

Mid-Ohio Fun

While Vic Skirmants was out roaring around the beautiful Mid-Ohio track in 90 degree heat, Motor Cities Gruppe members enjoyed the sun and racing on the grassy hills of the back straight. Once again, we had traveled to Mid-Ohio to watch the vintage auto race and were not disappointed, especially since there were so many 356's that one group was designated just for them. Thursday, Friday and Saturday race sessions are used for qualifying and heat races are held on Sunday. We were pleased that Vic's race was not the last one held on the Sunday schedule this year. He qualified in second position and held that spot throughout his race, unable to catch the first place 356.

Barb's track side BBQ was attended by 89 people this year, the largest group ever. All contributed food and put in a small donation for the meat. Barb grilled lots of chicken and kielbasa, and plates were soon piled high. Such huge portions we couldn't eat it all. It was wonderful!

Thank you's go to Barb, Vic and Fred for putting together this great weekend get away.

Lanita Dunham



RUNNING at MID-OHIO



WHEEL TO WHEEL: #70 Vic Skirmants & #0 Mark Eskuche

TEST YOUR KNOWLEDGE

1. Carrera tachometers go up to 7,000, 8,000 or 9,000 RPM? (3 pts)
2. The last Reutter coupe was built April 28, 1965. When was the last Karmann coupe built? (4 pts)
Jan 21, 1965 Mar 21, 1965 May 21, 1965 June 21, 1965
3. Name four 356 coach builders and their country of origin. (4 pts)
4. Were chrome bumpers a factory option on the 356? (3 pts)
5. Who first imported Porsche cars into the U.S? (1 pt)
6. Hubcaps with enameled crests were standard on 356 "SC"s. Were they dealer, factory or unavailable option on C's? (3 pts)
7. What does the "D" in "Convertible D" mean? (2 pts)
8. Color code #6602 was what color? (5 pts)
9. Was there such a thing as a Carrera roadster, and if so, how many were built? none 2 11 16 77
10. How many Reutter built 1965 coupes were there? (4 pts)
none 1 12 276 457
11. Convertibles D's had the same windshield frame as a speedster. True or False (3 pts)
12. How many Gmund built cars were there? (5 pts)
13. Radios were a factory option on speedsters? True or False (2 pts)

14. Was there such a thing as a Carrera Convertible D; and if so, how many were built? (3 pts) none 2 11 16 77
15. There were no 356's built after 1965. True or False (2 pts)
16. "Speedster" aluminum side trim was a factory option on coupes and cabriolets. True or False (3 pts)
17. Lap belts were the only type of safety restraints offered on 356's from the factory. True or False (3 pts)
18. Disc brakes used on the "C" models were a Porsche design. True or False (3 pts)

Rate Yourself

- 55 Call to get your own column in the Registry!
46-54 Excellent, the Professor would be proud.
31-45 Good Job, you have fine understanding of the history.
20-30 Your car's background certainly interests you.
0-19 Can I interest you in a few books by Brett Johnson?

Disclaimer: please don't hold it against me if you find a mistake. All questions were taken from reputable Porsche books and the Registry. If you find a mistake, award yourself the points from that question, plus 5. Then call me and let me know.

Sebastian Gaeta

ANSWERS ON PAGE 5

John Romig - a Good Friend Remembered

I recently lost an old friend, John W. Romig III; Bill. Bill and I played chess every day at lunch when I was still a young mechanical engineer at the U.S. Army Tank-Automotive Command. When I left there in 1976 to start my own 356 Enterprises, Bill and I kept in touch by phone, or Bill occasionally dropping by the shop. Bill was interested in my racing because he used to race a 356 speedster himself.

Bill started racing in 1958 with a pushrod-engined speedster, running tracks such as the National Guards base at Grayling, Michigan. In 1959 he expanded his horizons to take in the races in Elkhart Lake, Wisconsin. In 1960, with a new Carrera GT speedster, he challenged Bruce Jennings for the SCCA national championship in C-Production. At the mid-point of the season, Bill was leading "King Carrera" in points until a flip in Thompson, Connecticut. That put Bill out for the season, leaving the championship to Jennings. Bill did earn the local Detroit Region of SCCA's prestigious Robert Collins trophy for the year. Bill sold the car and subsequently raced another pushrod speedster, winning the Midwest Division D-Production championship in 1961.

He continued to race in 1962-63 from the East Coast to the Midwest. Eventually a growing family and work schedules led Bill to retire from active participation. 1964 was his last year of competition, but he maintained racing contacts by becoming a SCCA National Steward from 1965-1969.

Bill maintained a love for the 356's, but he also had an interest in practically anything automotive, from Honda 600's to hot rod Chevilles. Bill kept one material contact with the world of 356's; his original 1959 Carrera GT speedster with 7,867 miles on it! Never raced, never wet! In 1959 he had purchased two cars - raced one, kept this one. Bill didn't publicize the fact that he owned the car, he just enjoyed knowing it was there. Bill appreciated fine

engineering, probably from his schooling at the Massachusetts Institute of Technology. I can't think of a more fitting tribute to Bill's memory than the truly remarkable car he left behind.

Vic Skirmants



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Tri-State Fall Color Tour

Fall Color Tour; October 2-3, 1993

We have arranged a tour that should have something of interest for all participants. We also are inviting our Western Michigan, Indiana and Ohio friends to join us anywhere along the way. We will be departing from Gina's Cafe at 10:00 am sharp for a 120 mile trip to Auburn, Indiana. On the way we will travel through the Irish Hills to Allen Michigan. Allen is the antique capital of Michigan and is located just west of Jonesville, Michigan, at the intersection of US-12 and M-49.

In Allen, we will rendezvous at the Country Village Antique Mall at about 11:30 am (Michigan time). After antiquing, we will

rooms are \$42 per night if you mention the Motor Cities Gruppe or the 356 Registry. To make your reservation, call (800) 255-2541. The block of rooms will be held until September 20th.

To get to our starting point at Gina's Cafe, take I-94 to Chelsea (exit 159). Turn left (north) and go about ½ mile to the Shopping Center. Turn left into the Shopping Center, which is just before the first stop light you will come to and the entrance sign features AMES. If you want to eat breakfast at Ginas, we suggest you arrive before 9:00 am.

A packet of brochures describing our stopping points will be handed out right

356 open car, and come to think of it, he never did say "cabriolet" or "speedster". he just said he wanted an "open" car. Do you also remember that the Notchback is a T-5 bodied car? And do you trivia buffs remember that while a T-6 Notchback has a coupe windshield, the T-5 has a cabriolet windshield with a hard top literally welded onto the car? And is anyone guessed what I am about to say? Yes - he did it!

Actually his good friend Don Marrah did it by drilling out the spot welds. the roof lifted right off. Voila - instant open car!

As of right now Frank has no plans to install a folding top. Instead he had a full tonneau made for it that even has the zipper down the middle for cool weather driving.

Sebastian Gaeta



Are we having fun yet or what...

drive about ½ mile to the Ivory Bistro for lunch at about 1:00 pm. At 2:00 pm we will depart for Auburn, Indiana, to tour the Auburn-Cord-Dusenbury Museum. We have a group rate admission rate at \$5 per person.

After the museum tour, we will walk up Main Street to the Auburn Town Tavern for socializing and dinner. For those of you wishing to stay overnight, a block of rooms has been reserved at the Auburn Inn. The inn is located about a mile from downtown at the intersection of I-8 and I-69. The

before we depart. For additional information call Phil or Nancy Planck at (313) 394-1097.

Fred Sheill

UPDATE

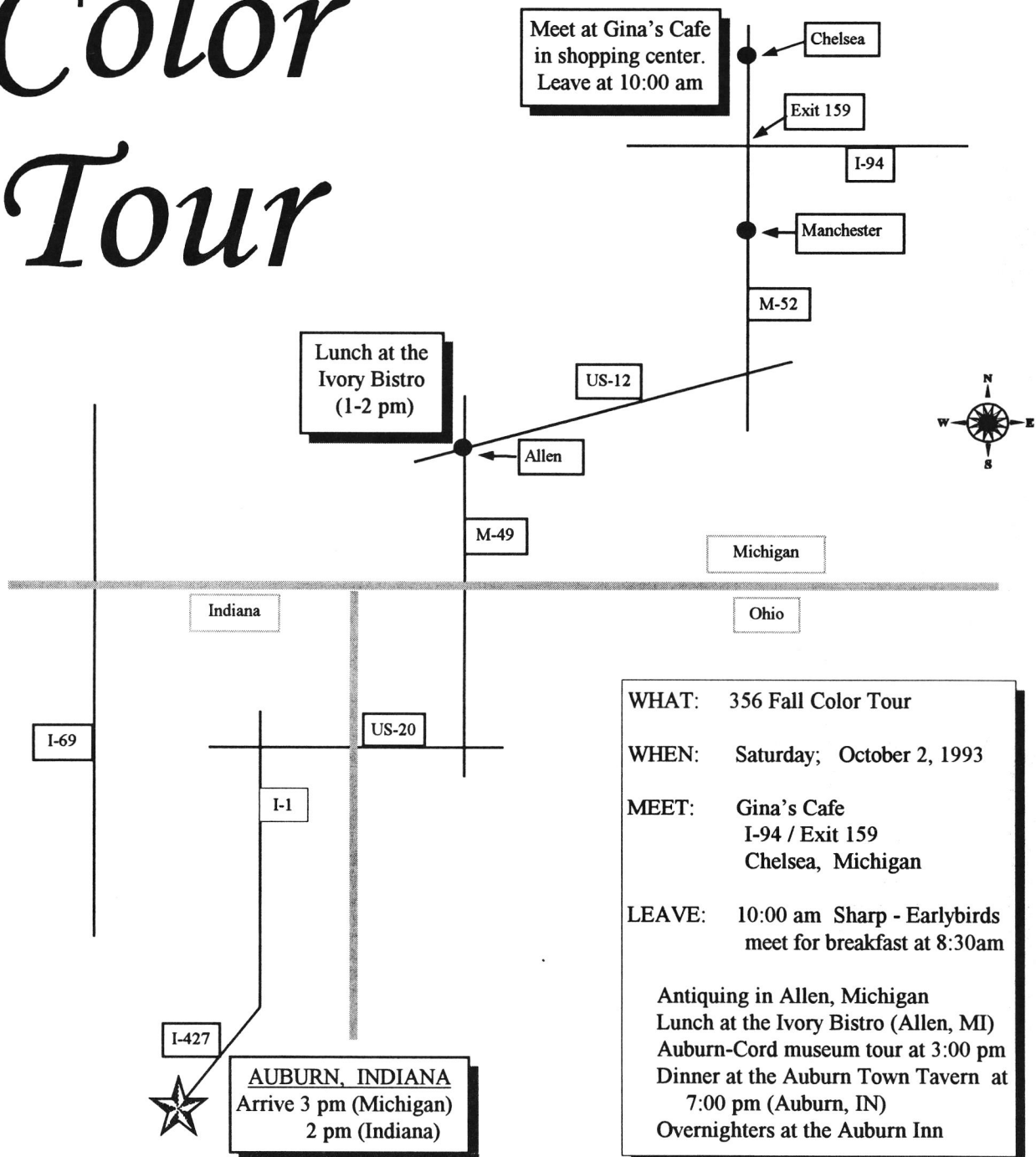
Remember the Karmann Notchback belonging to Frank Malik with the PanAmerican paint scheme? Well Frank had been talking lately that he wanted a

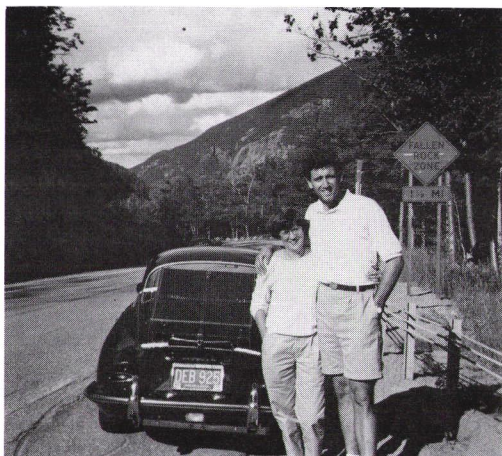
ANSWERS TO "THE QUIZ"

1. 8,000 RPM
2. January 21, 1965
3. Karmann / Germany, Reutter / Germany, D'Ieteran / Belgium, Drauz / Germany, Glaser / Germany, Abarth / Italy, Beutler / Switzerland, Keibel / Austria, Tatra / Austria, Kastenhofer / Austria and there were other special bodied cars based on the 356, but were not sold by Porsche.
4. Yes there were, but rarely ordered.
5. Max Hoffman of Hoffman Motors, New York City; he imported three cars in the fall of 1950.
6. No, they were a factory option.
7. Drauz, the German coach builder who built them.
8. #6602 was any color you wish; this was the code used by the factory for special customer requests.
9. Yes, there were two 1600 roadsters built in 1960.
10. There were three Reutter built coupes in 1965.
11. False, convertible D's windshields were somewhat squared off at the top, while the speedster's were rounded.
12. Conrad's book claims there were 49, plus #001, making 50.
13. False, radios were not installed by the factory on speedsters, but many were dealer or customer installed.
14. Yes, there were two built in 1959; one 1500 and one 1600.
15. False, 10 356-C Cabriolets were built in May of 1966 for the Royal Dutch Police.
16. True, although rarely ordered, they were a factory option.
17. False, lap and shoulder combination belts were offered by the factory, but rarely ordered. 500 sets were installed on a production run of over 76,000. The German public called them "Fiegeheitsgurte!" (chicken belts).
18. False, Porsche's design proved to be too expensive for production; instead the used disc brakes supplied by Alfert Teves Firm ATE.

Thanks Sebastian.

Fall Color Tour





MULTI-PURPOSE HOLIDAY

It figures, the year I finally get a 356 and there is no Holiday in our hemisphere. I guess I shouldn't complain since our friends to the south have never had a Holiday near them, until now.

But I digress. Here was my problem: without a Holiday, I still needed an opportunity to really experience what my car is all about. I still needed to take a long trip in this car to brave the winding back roads of some territory unknown. I still needed to grow up and join the real world, said my wife.

Please don't misunderstand; I love our Motor Cities Gruppe outings, but I'm talking an extended/longdistance/one-with-your-machine variety road trip was in order. opportunity knocked in the form of a family reunion in Vermont.

Since we all know that man + wife + baby seat inside a 356 for 12 days = cold day in hell, Narmeen and baby decided to meet me in Vermont via airplane. The passenger seat in my car is now the hot seat and Mom jumped at the chance. Yes my mother, and please, no Cliff Clavin jokes. I moved away to live with my father at a fairly young age, so Mom and I had not spent a lot of time together other than Christmas vacations and the like. This trip served both purposes: become one with the 356/hang out with Mom.

You must first know that Marie is no

ordinary mother. She was all for getting off the interstate and taking country roads for most of the journey, and this we did. The trip itself was uneventful, which is good when you're traveling in a 30 year old car. The scenery was fantastic, and while the Adirondaks and Green Mountains aren't the highest peaks around, they do lend to some fun driving.

Twice we were approached by people who owned 356's, but were not driving them at the time. They seemed surprised that we had driven all the way from Michigan in my car, which led me to wonder if we were doing something that unusual.

Do people not take long trips in their 356's other than Holidays and group events? Anyway, one of the people that we met, Bill Rienecke of Montpelier, Vermont, told us that the PCA Parade is in Lake Placid, New York, next year. Jeez, I might even join the PCA just for that. He also told me that he has two '62 twin grill roadsters for sale, one of which was just

back from a "ground up" restoration (for you trivia buffs, his two cars represent 1% of the total production of twin grill roadsters). He also has a 1954 speedster for sale - another rare automobile. Bill was great to talk to, and yet another example of the wonderful people I have met that are involved with these cars.

The week spent in Vermont was filled with some great side trips, including a nice long one with my wife and baby. With putting the baby seat up front, it was actually (semi)comfortable in jump seat for Narmeen. However, even this revelation didn't convince her to drive back with me and Mom had already planned to fly home from Vermont.

As I looked at the map to route my solo trip home, I just couldn't bring myself to drive I-90, lined with state troopers, at 55 MPH. The only thing left to do was head back into the Adirondaks...

Sebastian Gaeta

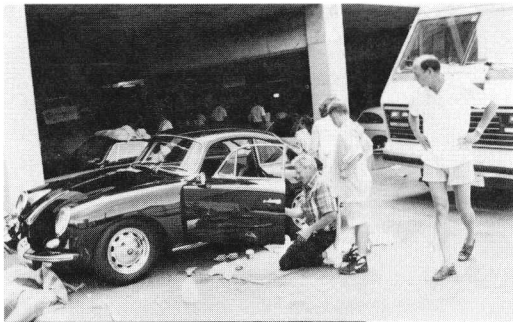


CLASSIFIED

FOR SALE: 1961 356-B Karmann Notchback; rebuilt engine and transmission; newer paint (Guards Red); solid floor pan; many original and spare parts available. Great Driver. Professional appraisal at \$13,000 - owner very motivated to sale. \$8,000 or best offer. All offers considered. (313) 563-9105

FOR SALE: 1965 356-C Coupe; gray with tan leather; body good; needs pan work; less than 1,000 miles since engine rebuild (bid bore) by Skirmants; excellent driver. Keith Blake (313) 540-3655

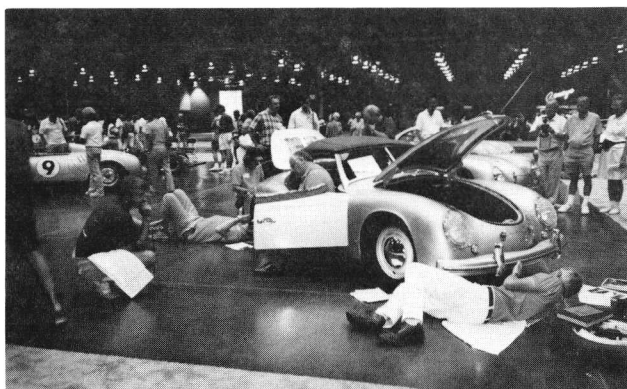
FOR SALE: 4 chrome new Volkswagen chrome wheels with new tires; \$200 or best offer. Bob Peterson (313) 539-9629



Loren Shook Preparing for Connours



Carrera in Prep Area



Heath Hubert Performing Last Minute Prep



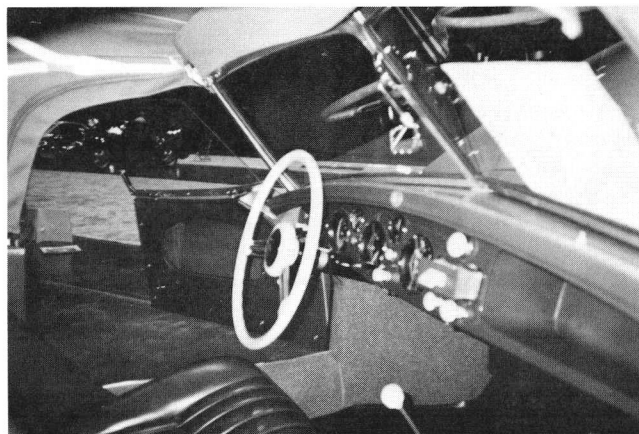
1993 Cincinnati Porsche Parade

SMR and Motor Cities Gruppe were well represented at the parade. At least 65 members made the pilgrimage to "Mecca". For some, like Mike Robbins and wife, who have attended every Porsche Parade and Holiday, driving their Speedster to each event, that is exactly what it is. Most of the entrants arrived on Saturday to begin the prep and cleaning of their cars, with more zeal than you'll see in any other sport in America. Sunday saw more entrants arrive from points all across the country, including Florida and Alaska. One fellow flew in from Australia, and of course members of the Porsche family and representatives from the factory and North America AG.

Monday was the concours, with the cars on display for judging. Nerves were on edge and the judges inspected every cranny of the cars looking for imperfections and dirt. Michigan did very well with several winners - and some losers as well. Tuesday started with the three day autocross at the local drag strip. "Hot" was the key word from start to finish of the entire week and on the black topped track it was hyphenated. But all had their fun, burning off tires and turning fast runs. Friday was the rally and it was a long one at over 5 hours, but part of the course was eventually thrown out per national rules. Saturday was the worker party with few gifts being given out.

The concours banquet was set up nicely, however many found the food offering to be inedible. The speech making was overly extended, but the pace picked up and became more enjoyable when Mark took over and presented the awards. Winners from Michigan included Rol Titsworth with his 914, Bill Lovett for his 911, Jeff Miller with a 924, Bruce Gearn with his 944 and Heath Hurlbert with his American Roadster. The fellowship of this event never fails as we become one big Porsche family. We hope that you'll join us next year when the parade will be at Lake Placid, New York.

Lanita Dunham



A NOTE FROM THE EDITOR..

Actually I told Fred that I would "try" the editor role on an interim basis and see how everything went. Fred and I got together and he delivered volumes of files, clip art and for all practical intent - the editor job. It has been fun, interesting and at times frustrating. Fun because I've gotten to know a number of members - especially Fred, who has been very helpful in assisting me and guiding me through the creation of my first newsletter. The process has been interesting in that I've learned much about the 356 Motor Cities Gruppe (I've really only been a member for six weeks), the members and the car. Frustrating in that I had to learn a new software package to put it all together. Overall its been worth the effort.

As I've reviewed numerous other newsletters stealing ideas for formats and layouts, I hope you like what has been put together for this issue. If you don't particularly care for specific sections, please let me know - I take constructive criticism very well. In addition, if you have ideas for new "departments" you'd like to see in the newsletter, again, contact me.

I do have some ideas that I would like to hear your feedback on for new sections that would appear in every issue:

- *** an "Ask the Expert" section that would have questions submitted regarding the maintenance of your automobile where I would try to solicit a variety of answers from professionals in that field. Questions could range from mechanical, paint, tires, upholstery, etc.
- *** a "Where Do You Get That Done" (or something like that). Did you have good experience with a paint job, rechroming, high speed wheel balance or other automotive work? Well send in that name and it could become a future reference for others to use. If you don't

mind people contacting you for specifics, include your phone number so they could contact you for additional information.

- *** expanded use of the Classified section. It does not take much effort on my part to include additional want-ads. They don't have to only Porsche 356 automobile for sell; any automotive related parts would be gladly accepted for inclusion.

Let me know what you think, or if you have additional ideas.

I'd like to thank the many people who submitted the articles and photograph that are in this issue and urge others to contribute in the future. If you are submitting articles or want-ads for publication, please type, print or write (very clearly) - especially where names or numbers are concerned. Optimum is if you can include a IBM compatible personal computer file in either WordPerfect or "*.TXT" format. When you submit photographs, it is best for scanning if they are on the bright side (sunlight or good flash). I have a FAX machine at home and if you would like to FAX articles or want-ads for submission, please call me. Pretty picky, eh?

Well, putting the first issue together was an experience and I could not have done it without Fred's help. We want the newsletter to be interesting and useful to you, so again get your ideas to me. Thanks -

Bob Peterson

Bob Peterson
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Franklin, MI 48025

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